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FEB 1952

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION

SECRET/CONTROL - U.S. OFFICIALS ONLY
SECURITY INFORMATION

50X1-HUM

INFORMATION REPORTREPORT

CD NO.

COUNTRY Poland

DATE DISTR. 11 December 1952

SUBJECT Shortage of Tires

NO. OF PAGES 1

DATE OF
INFO. NO. OF ENCLS.
(LISTED BELOW)

50X1-HUM

PLACE
ACQUIRED SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

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The shortage of tires in the current year is becoming more acute. The ministries lodged their joint requirements for 1952 with the State Economic Planning Commission (PKPG) for 160,000 sets of tires, measuring 750 x 20, for trucks. The Polish rubber industry and imported tires can supply only 85,000 sets of tires in 1952.

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CLASSIFICATION

INFORMATION REPORT

50X1-HUM

COUNTRY

Hungary

SUBJECT

Soviet Airbase at Bugac

DATE OF INFO.

PLACE
ACQUIRED

DATE DISTR. 8 December 1952

NO. OF PAGES 2

NO. OF ENCLS. 2 Sketches
(LISTED BELOW)

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1. Location (See attached sketches): The airfield, which was started in 1951, covers an area approximately 5 x 5 km. It is situated about 28 km. south southeast of Kecskemét and 18 km. west of Kiskunfélegyháza. New roads have been specially built, branching off from the Jakabszállás-Soltvadkert and Monostorfalva-Kiskunmajsa roads to the airfield. The soil is sandy and pipes have been laid to keep the field damp during dry summer weather.
2. Runways: There is only one runway, about 3 km. in length and 100 meters wide; it runs in a southeast-northwest direction. The workers have heard that a second is to be built which will branch off in an east-west direction.
3. Aircraft: The airfield has been occupied since May 1952 by a Soviet twin-engined bomber unit. Nine and later twelve twin-engined aircraft were seen. Although MIG jet fighters have also been seen taking off and landing, they do not use the field regularly. A certain number of small aircraft, such as training, courier or YAK-9 aircraft, have also been observed.
4. Buildings:
 - a. Soviet flying and ground personnel are quartered in brick buildings located within the area marked No. 2 on the attached sketch #2. Some of the buildings are still under construction, so that the majority of Soviet Air Force officers are accommodated at present at "Bugaci-Szálló", a hotel in Pusztaháza. The total number of buildings in this area is not known.
 - b. Area No. 3 on sketch #2, is alleged to contain six hangars, already completed, and a certain number of other unspecified buildings still under construction.

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- c. Workers from the State Building Enterprise No. 36 (Építőipari Állami Vállalat No. 36) who had been employed on this airfield, estimated that there were some 20 barrack-like buildings on 10 hangars under construction. Statements regarding the dimensions of the hangars varied from 50 x 80 m. to 40 x 120 m.

Comment. Some of the 10 "hangars" referred to are presumably assembly sheds and repair shops. The location given for the airfield corresponds more or less with the area used by German Air Transport aircraft and bombers during World War II. At that time there were no runways.

Encl. Sketch 1, Area of the Soviet Airbase at Bugac.
Sketch 2, Details of the Bugac Airfield.

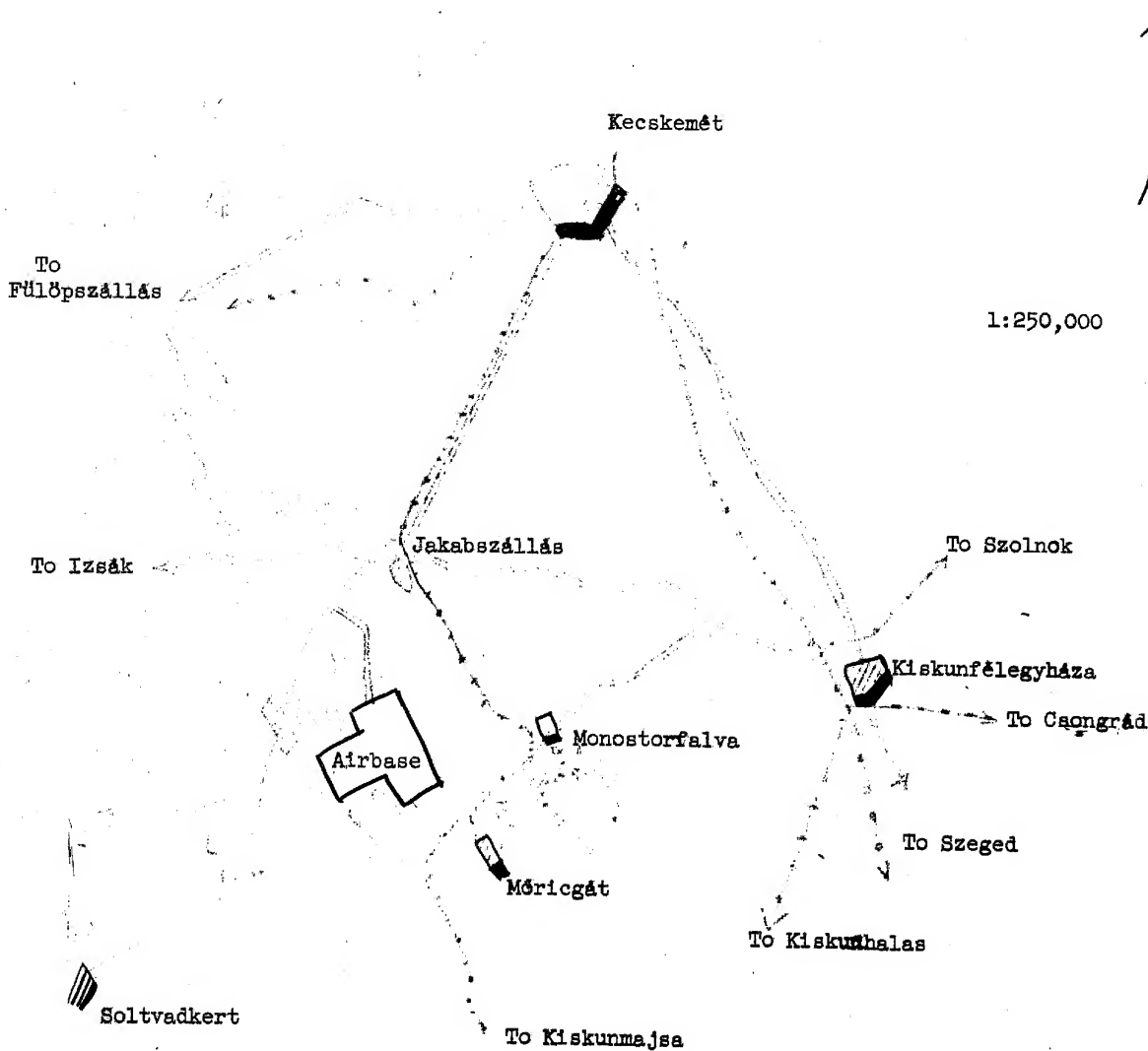
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Attachment I

Area of the Soviet Airbase at Bugac

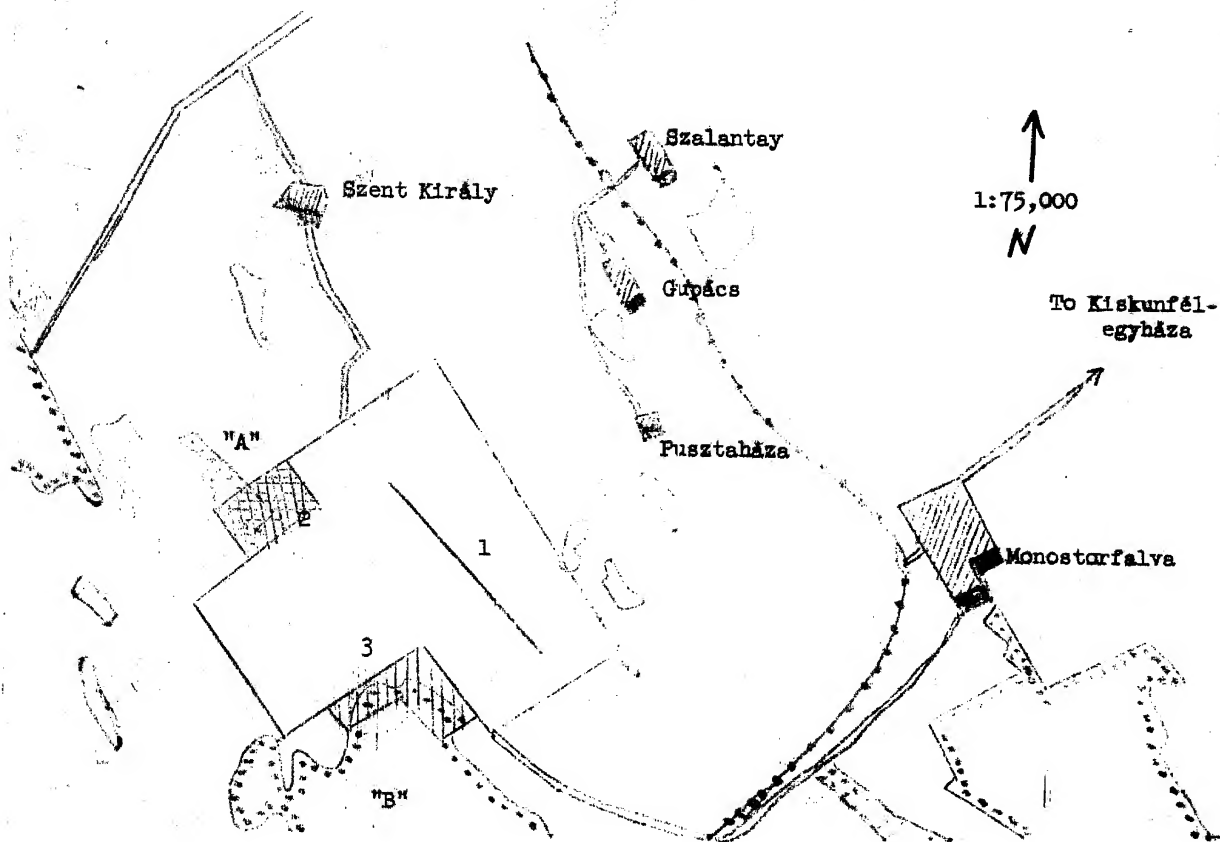


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Sketch 2

Details of the Bugac Airfield



Legend to the Sketch of the Bugac Airfield

- "A" and "B" are called the Bugaci forests
1. Concrete runway, 3 km. x 100 m.
 2. Soviet quarters for flying and ground personnel
 3. Hangars and other structures partly under construction.

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